



Aviation Investigation Final Report

Location:	VINCENTOWN, New Jersey	Accident Number:	NYC92LA096
Date & Time:	June 2, 1992, 19:05 Local	Registration:	N2939C
Aircraft:	CESSNA 140A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID THAT AFTER TAKEOFF, '...CLIMBING TO ABOUT 120 FEET THE ENGINE ABRUPTLY LOST POWER.' HE INITIATED A FORCED LANDING, BUT STRUCK A POWER LINE. THE FAA REPORT SAID, 'THERE WAS NO EVIDENCE OF WATER AND THE FUEL WAS CLEAR....THE ENGINE WAS HAND PROPPED AND A COMPLETE RUN-UP AND MAGNETO CHECK WAS PERFORMED...EVERYTHING WAS NORMAL.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS RESULTING IN A COLLISION WITH WIRES DURING A FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (C) OBJECT - WIRE, TRANSMISSION

Occurrence #4: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 20, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	167 hours (Total, all aircraft), 106 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2939C
Model/Series:	140A 140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15592
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 17, 1991 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	106 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14732 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	85-14F
Registered Owner:	JAMES E. GIATTO	Rated Power:	85 Horsepower
Operator:	JAMES E. GIATTO	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(N73)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	RED LION AIRPORT N73	Runway Surface Type:	Asphalt
Airport Elevation:	56 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2865 ft / 50 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	JOSEPH M RADOSKY; PHILADELPIA , PA JOSEPH C MYERS; PHILADELPHIA , PA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37153

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).